

PRIORITY**SECRET**

(When Filled In)

FILE INFO

12 AUG 1111Z 302

REPRODUCTION PROHIBITED

12 AUG 71 01 33

ACTION	1	6	11	16
	2	7	12	17
	3	8	13	18
	4	9	14	19
	5	10	15	20

S E C R E T 120111Z AUG 71 CITE [redacted]

25X1A

PRIORITY [redacted]

25X1A

IDEALIST [redacted] - NO NIGHT ACTION

25X1A

REF: [redacted]

25X1A

SUBJ: T-33 ACCIDENT (SUPP 1)

1. 11 AUG 71, 1415L DAY

25X1A

2. [redacted]

E. T-33, 58670

25X1A

4. [redacted]

5. MAJOR (SUSPECTED)

6. [redacted] NONE. NO L/S USED

25X1A

7. [redacted] NONE. NO L/S USED

9. LOCAL PROFICIENCY. VFR. 1415L. LOCAL AREA

25X1A

10. TAKEOFF

11. [redacted] FRONT SEAT PILOT, [redacted] (U-2/T-33 IP) REAR SEAT

25X1A

PILOT. THIS WAS THE FIRST RIDE WITH [redacted] THE FLIGHT WAS

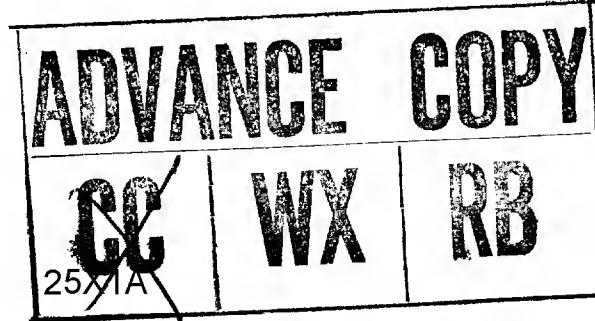
25X1A

PLANNED TO SIMULATE ARTICLE PATTERNS AND CHARACTERISTICS. THE

ACCIDENT OCCURRED ON INITIAL T/O. FUEL LOAD WAS 650 GALLONS.

ALL GROUND AND FLIGHT INDICATIONS WERE NORMAL UP TO IMMEDIATELY

AFTER BECOMING AIRBORNE. AIRCRAFT WAS AT 115 KTS APPROXIMATELY



Approved For Release 2002/06/18 : CIA-RDP74B00836R000300220029-3

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2 FT, GEAR DOWN, FLAPS 30 DEGREES, 100 PERCENT RPM, 650 EGT. APPROX 2000 FT RUNWAY REMAINING. AT THIS TIME BOTH PILOTS NOTICED A/S DROP TO 110 AND FELT DECREASE IN POWER. THROTTLE WAS RECHECKED OPEN. GANGSTART WAS NOT ACTIVATED, TIP TANKS WERE RETAINED. AIRCRAFT BRIEFLY CONTACTED THE RUNWAY TWICE IN THE REMAINING 2000 FEET. SUBSEQUENT GROUND CONTACT WAS APPROX 228 YARDS FROM THE END OF THE OVERRUN AND THE AIRCRAFT CAME TO REST APPROX 700 YARDS FROM THE END OF THE OVERRUN. THE CREW ~~PERFORMED~~ PERFORMED EMERGENCY SHUT-DOWN PROCEDURES AND EVACUATED THE AIRCRAFT. CANOPY WAS NOT JETTISONED.

13 UNEXPLAINED LOS OF POWER DURING T/O

16. A. PENDING

25X1A

B. HELD AT [REDACTED]

C. N/A

D. N/A

E. N/A

F. FORMAL RELEASE NOT MADE. FACT THAT A T-33 CRASHED AT EDWARDS, NO INJURY, WILL BE RELEASED BY EDWARDS AFB INFORMATION OFFICER IF PRESSED.

G. TO FOLLOW AS APPROPRIATE.

SECRET

BT